

# Unified Planning Work Program

Fiscal Year 2008

[July 1, 2007 through June 30, 2008]

Adopted  
4/13/07

Amended  
6/8/07





## **Executive Summary**

The following is the Executive Summary of the Fiscal Year (FY) 2008 Unified Planning Work Program for the Bloomington/Monroe County Metropolitan Planning Organization. One of the federal requirements of the urban transportation planning process involves the development of an annual Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have several Planning Emphasis Areas (PEAs) for special consideration in F.Y. 2008 under the federal legislative provisions established with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition to the SAFETEA-LU requirements, FHWA recommends two additional areas and FTA recommends five additional areas that warrant further attention for the Bloomington/Monroe County MPO FY 2008 UPWP. Unless specifically noted, the following Planning Emphasis Areas are outlined to highlight efforts that the Bloomington/Monroe County MPO will conduct to help fulfill these requirements in the forthcoming fiscal year:

### **METROPOLITAN AND STATEWIDE PLANS – ENVIRONMENTAL MITIGATION**

This PEA focuses on the coordination of transportation plan efforts so that a discussion of potential environmental mitigation activities is developed with Federal, State and Tribal, land management, and regulatory agencies.

*The coordination of all transportation plans will be undertaken through Work Elements #101 and #103. Environmental issues will be addressed in accordance with National Environmental Policy Act (NEPA) guidelines and locally established environmental planning policies and programs for the Bloomington/Monroe County MPO.*

### **NEW CONSULTATIONS**

Similar to the previous PEA, State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation shall be consulted in the development of long-range transportation plans. FHWA and FTA are developing guidance on determining the role of local MPO decisions as they relate to NEPA decision-making.

*The MPO will continue to fully coordinate all planning activities and NEPA decision-making with appropriate federal, state, and local agencies, regardless of responsibilities, through Work Elements #101 and #103.*

### **CONSISTENCY OF TRANSPORTATION PLAN WITH PLANNED GROWTH AND DEVELOPMENT PLANS**

Revises the previous PEA related to environment and adds the promotion of consistency between transportation improvements and State and local planned growth and economic development patterns.

*The 2030 Long Range Transportation Plan adopted by the MPO in April, 2006 and the annual Transportation Improvement Program are consistent with comprehensive plans, alternative transportation plans, and other relevant land use and transportation policy documents adopted by the City of Bloomington, Monroe County, and the Town of Ellettsville. The FY 2008 UPWP will focus on this planning emphasis area with Work Elements #101 and #103.*

#### **TRANSPORTATION SYSTEM SECURITY**

This PEA calls for the security of the transportation system as a stand-alone planning factor thereby signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor.

*The MPO is committed to the development of an Intelligent Transportation System (ITS) in partnership with the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) that will improve transportation system efficiency, safety and security. Work Element #302 will result in an infrastructure assessment and an interagency collaboration to develop a pilot ITS program for the urban area.*

#### **OPERATIONAL AND MANAGEMENT STRATEGIES**

This PEA is designed to ensure that metropolitan transportation plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

*Multi-modal operational and management strategies for the Bloomington/Monroe County MPO transportation system will be addressed in the FY 2008 UPWP with Work Elements #201, #202, #203, #301, #302, #401, #402, #501, #502, and #503.*

#### **PARTICIPATION PLAN**

This PEA requires MPOs to develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP.

*The MPO recognizes the importance of public participation and embraces it with an extensive outreach and involvement program. The Citizens' Guide to Transportation Planning, the Citizens Advisory Committee webpage, and the MPO Citizens Advisory Committee Fact Sheet with contact information are accessible to the community, as are public meeting notifications for all MPO meetings and the 2030 Long Range Transportation Plan and the annual Transportation Improvement Program. In addition to Work Element #103, the FY 2008 UPWP will use Work Elements #502 and #503 to expand public participation in alternative transportation planning initiatives.*

#### **VISUALIZATION TECHNIQUES IN PLANS AND METROPOLITAN TIP DEVELOPMENT**

This PEA requires MPOs to develop and utilize visualization techniques as part of the Transportation Plan and TIP development.

*The MPO currently publishes maps online and both the City of Bloomington and Monroe County have interactive mapping capabilities. The MPO intends to expand upon visualization techniques for all public documents including the 2030 Long Range Transportation Plan, the annual Transportation Improvement Program, and alternative transportation with enhanced website capabilities including the availability of aerial photo overlays through the City of Bloomington's geographic information system (GIS). This initiative to improve web based content and public contact is already underway through the City of Bloomington's Information Technology Department. Work Element #103 will be used to coordinate this effort, and it will also be integrated into any MPO activity where visualizations would prove beneficial to public users.*

**PUBLICATION OF PLANS AND TIP/STIP**

This PEA requires MPOs to publish or otherwise make available for public review transportation plans and TIPs including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

*The MPO currently publishes and shall continue to publish under Work Element #103 all meeting notices, agendas, minutes, draft plans and final documents, including the annual Transportation Improvement Plan and the 2030 Long Range Transportation Plan. All information is made available for downloading in a standard Adobe Acrobat file format.*

**ANNUAL LISTING OF OBLIGATED PROJECTS**

This PEA requires MPOs to develop a cooperative effort of the State, transit operator, and MPO to provide an annual listing of investments in pedestrian walkways and bicycle transportation facilities for which Federal funds have been obligated in the preceding year as well as all other obligated projects.

*The MPO shall include an annual listing of all obligated federal transportation funded projects in the development of the annual Transportation Improvement Program (Work Element #201) and maintain publication of the document on its website (Work Element #103).*

**CONGESTION MANAGEMENT PROCESS IN TRANSPORTATION MANAGEMENT AREAS (TMAs)**

Within a metropolitan planning area serving a TMA, there must be "a process that provides for effective management and operation" to address congestion management. This provision is similar to the ISTEA/TEA-21 requirement for a Congestion Management System (CMS) to be developed and implemented in TMAs. Each TMA (with input from the FHWA Division Offices and FTA Regional Offices) should assess the extent that the TMA's existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process. Consistent with previous FHWA/FTA guidance, the phase-in schedule for this provision in newly designated TMAs is 18 months after the identification of a TMA.

*The Bloomington/Monroe County MPO is not currently defined as a Transportation Management Area nor is it likely to be so identified within the near future. Regardless, the MPO will employ a variety of Work Elements (#202, #203, #302, #401, #501, #502, and #503) to address congestion issues in the urbanized area.*

**COORDINATED HUMAN SERVICES PUBLIC TRANSIT TRANSPORTATION PLAN**

As a condition for receiving formula funding under the following 3 FTA programs, proposed projects must be derived from a locally developed human services public transit transportation plan: (1) Special Needs of Elderly Individuals and Individuals with Disabilities [49 U.S.C. 5310(d)(2)(B)(i) and (ii)]; (2) Job Access and Reverse Commute [49 U.S.C. 5316(g)(3)(A) and (B)]; and (3) New Freedom [49 U.S.C. 5317(f)(3)(A) and (B)]. The plan must have been developed through a process that included representatives of public, private, and non profit transportation and human services providers, as well as the public. This new requirement reinforces the broadened list of entities to be involved in the MPO's Participation Plan (23 U.S.C. 134 (i)(5)(A) and 49 U.S.C. 5303 (i)(5)(A)), as described above. In preparing the local public transit-human service transportation plans, service providers seeking assistance under these programs should ensure full coordination with the applicable metropolitan and statewide planning processes.

*The Bloomington/Monroe County MPO will produce and adopt a Coordinated Human Services Public Transit Transportation Plan for the Metropolitan Planning Area under Work Element #503 of the FY 2008 UPWP.*

**FISCAL CONSTRAINT**

This PEA requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are reasonably expected to be available to implement the metropolitan long range transportation plan and STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems.

*The adopted Year 2030 Long Range Transportation Plan lists a comprehensive set of multi-modal transportation projects that are fiscally constrained with projected revenue receipts from federal, state, local and private sources. The Plan also highlights a forecast for local highway operating and maintenance costs for the existing transportation system. The annual MPO TIP to be completed under Work Element #201 shall continue to identify a fiscally constrained program of projects for the urbanized area.*

**HIGHWAY PERFORMANCE MONITORING SYSTEMS (HPMS)**

In cooperation with Indiana MPO Council, all MPOs will participate in the collection, analysis, and reporting of HPMS data to assist FHWA and INDOT in maintaining traffic data that is reported in the annual INDOT HPMS database submittal.

*The Bloomington/Monroe County MPO shall count one-third of all local HPMS locations in FY 2008 along with 150 coverage counts as noted in Work Element #401. The MPO has a long-standing cooperative partnership program with the Indiana Department of Transportation to collect, analyze, and report HPMS data for the urbanized area. This effort will continue and shall be further refined in FY 2008 with additional quality assurance verifications recommended by the FHWA as noted in Work Element #401.*

**AIR QUALITY CONFORMITY**

MPOs located in non-attainment/maintenance areas must continue working with the Indiana Department of Environmental Management (IDEM) as State Implementation Plans are developed and mobile budgets are established.

*The Bloomington urbanized area is designated as an “attainment” area for air quality and is therefore not subject to the stipulations of this planning emphasis area. Nevertheless, the MPO will continue to work with IDEM as required under Work Element #101.*

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## **Bloomington/Monroe County MPO Structure and Administration For Fiscal Year 2008 (July 1, 2007 through June 30, 2008)**

### **INTRODUCTION**

In March 1982, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process. The 3-C planning process is outlined in the urban planning regulations jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 17, 1975, as amended on June 30, 1983.

Federal transportation policy and programs relating to MPO's are guided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU), which was signed into law in 2005. This legislation updates Titles 23 and 49 of the United States Code (U.S.C.) and builds on the major changes made to Federal transportation policy and programs addressed in the Transportation Equity Act for the 21st Century (TEA-21). Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects, which are to be funded by the FHWA and/or FTA.

One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP), which describes all planning activities that are anticipated in the urbanized area over the next programming year. The UPWP also documents the work that will be performed with federal planning funds.

The FY 2008 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Year 2008 (July 1, 2007 to June 30, 2008). It is entitled, and shall hereafter be referred to as the FY 2008 Unified Planning Work Program.

### **MPO STRUCTURE**

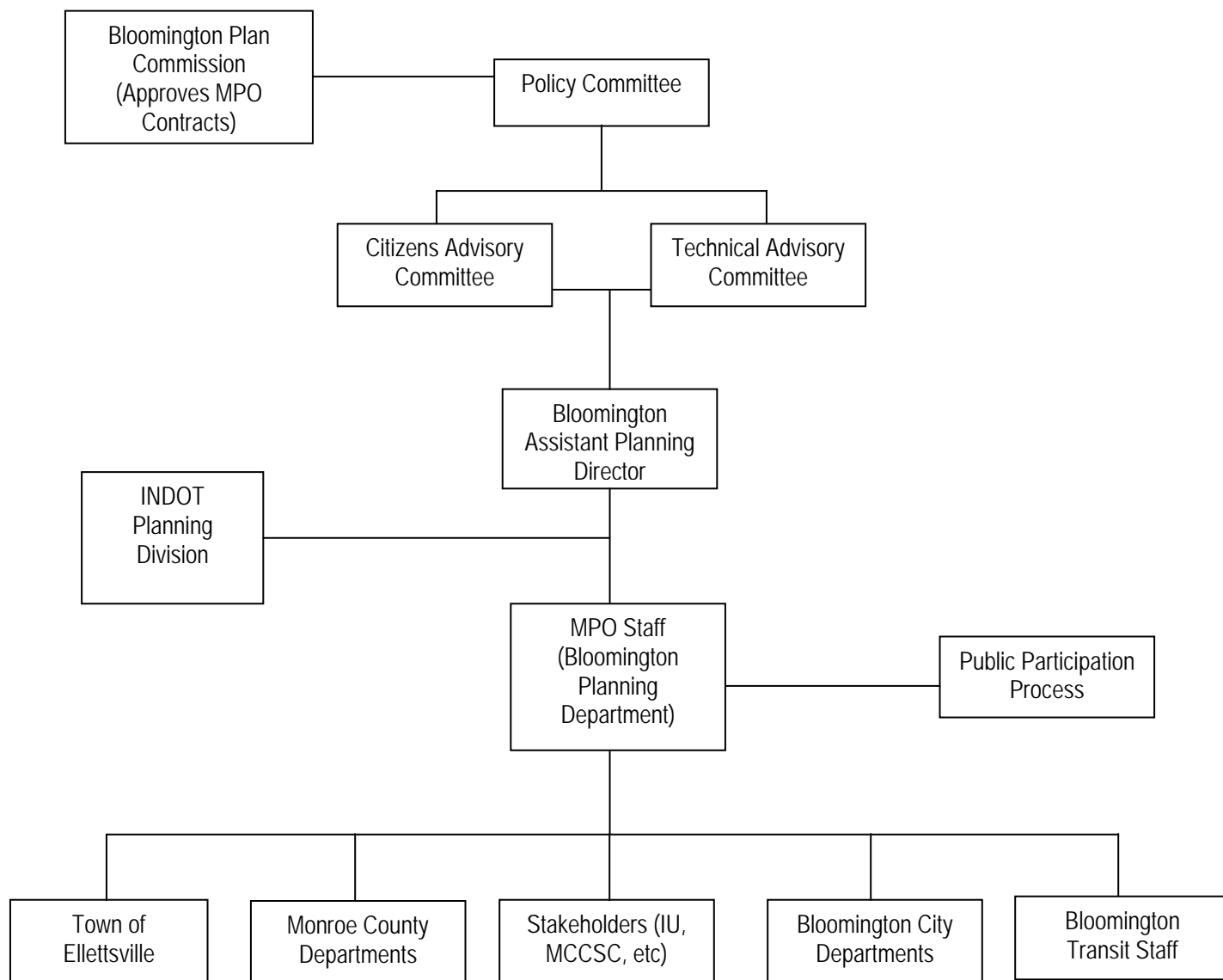
The Bloomington/Monroe County MPO is an organization consisting of a three-part intergovernmental steering committee, the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

The three-part intergovernmental steering committee is made up of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement effectively provides for close communication between key policy/decision makers, the technical planning staff, and citizen representatives. In addition, the MPO Staff maintains close working relationships with City of Bloomington, Monroe County, and the Town of Ellettsville departments and agencies, Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

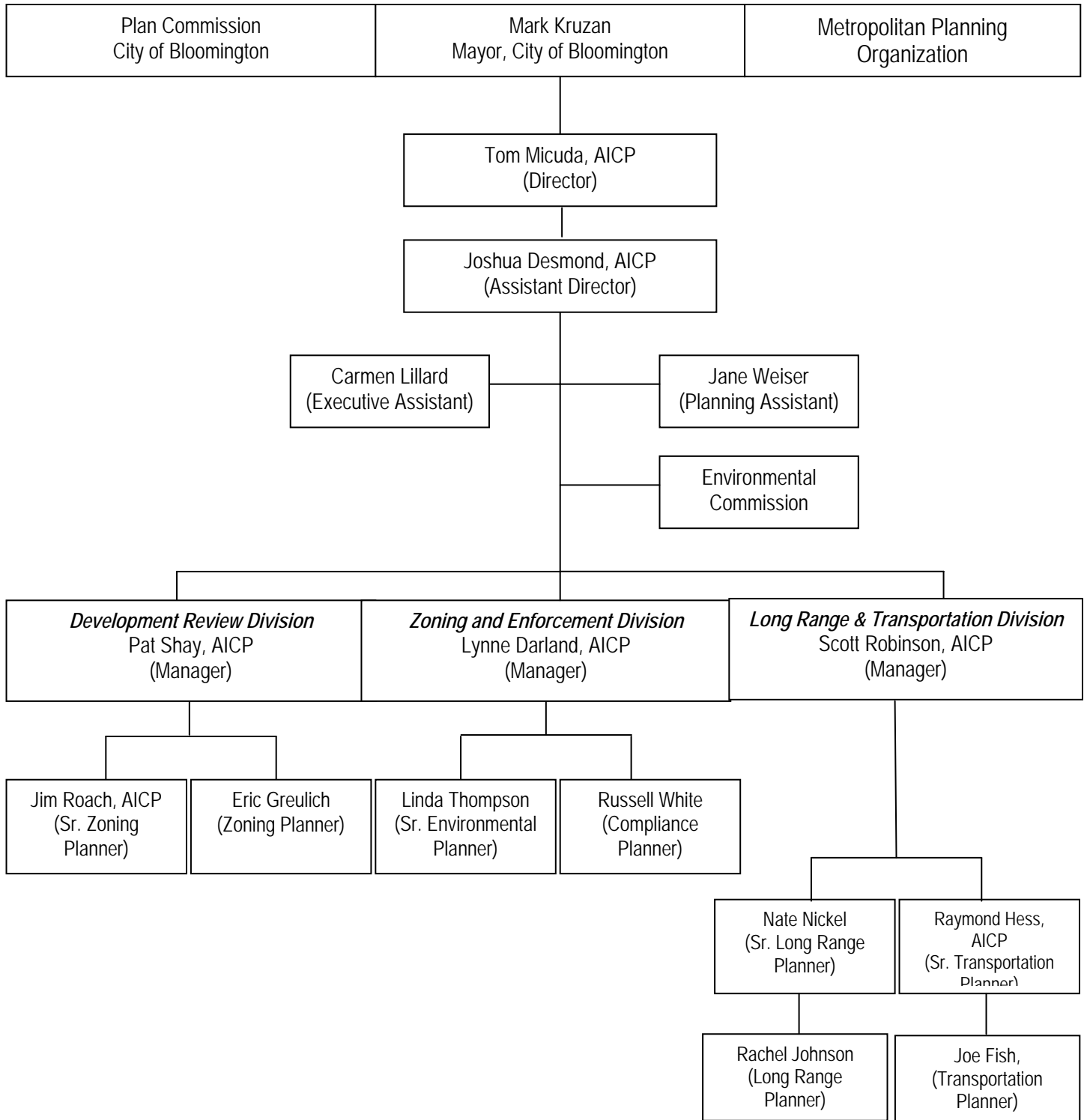
The following pages document the MPO Committee organization structure, the MPO staff organization structure, and the composition of the three MPO committees.



## **Bloomington/Monroe County MPO Organizational Chart**



## City of Bloomington Planning Department Organizational Chart



## Bloomington/Monroe County MPO Committee Composition

### POLICY COMMITTEE

Name	Title	Representing
Kent McDaniel ( <i>Chair</i> )	Board of Directors Member	Bloomington Public Transportation Corporation
Lynn Coyne ( <i>Vice Chair</i> )	Director, Real Estate Department	Indiana University
Mark Kruzan	Mayor	City of Bloomington
Andy Ruff	Common Council Member	City of Bloomington
Bill Steube	President, Plan Commission	City of Bloomington
Susie Johnson	Director, Public Works Department	City of Bloomington
Iris Kiesling	President, County Commissioners	Monroe County
Sophia Travis	County Council Member	Monroe County
Jerry Pittsford	President, Plan Commission	Monroe County
Bill Williams	Director, Highway Department	Monroe County
Dennis Williamson	Town Council President	Town of Ellettsville
Jack Baker	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Bob Williams	Deputy Commissioner, Seymour District	Indiana Department of Transportation
Marisol Simon	Administrator, Region V	Federal Transit Administration (non-voting)
Bob Tally	Administrator, Indiana Division	Federal Highway Administration (non-voting)

### TECHNICAL ADVISORY COMMITTEE

Name	Title	Representing
Justin Wykoff ( <i>Chair</i> )	Manager, Engineering Services	City of Bloomington
Jane Fleig ( <i>Vice Chair</i> )	Assistant Engineer, Utilities Department	City of Bloomington
Lew May	General Manager	Bloomington Transit
Patrick Murray	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Toni McClure	Deputy Director, Public Works Department	City of Bloomington
Dave Williams	Director of Operations, Parks & Recreation Dept.	City of Bloomington
Tom Micuda	Director, Planning Department	City of Bloomington
Susan Clark	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Bobby Chesnut	Street Commissioner	City of Bloomington
Sandy Newmann	Auditor	Monroe County
Chuck Stephenson	Administrator, Parks & Recreation Dept.	Monroe County
Bob Cowell	Director, Planning Department	Monroe County
Philip Bernard	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
John Carter	Transportation Director	Monroe County Community Schools Corp.
Thomas Edington	Superintendent	Richland-Bean Blossom Community Schools Corp.
Jewell Echelbager	Manager	Rural Transit
Mike Cornman	Street Department	Town of Ellettsville
Frank Nierzwicki	Director, Planning Services	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
John Collison	Highway Department Assistant Director	Monroe County
Jim Ude	Planning & Programming Director	Indiana Department of Transportation (non-voting)
Carter Keith	Urban and MPO Planning Manager	Indiana Department of Transportation (non-voting)
Brian Jones	Project Manager	Indiana Department of Transportation (non-voting)
Larry Heil	Indiana Division	Federal Highway Administration (non-voting)

### CITIZENS ADVISORY COMMITTEE

Name	Representing
Jack Baker ( <i>Chair</i> )	McDoel Gardens Neighborhood
Patrick Murray ( <i>Vice Chair</i> )	Prospect Hill Neighborhood
Ed Bitner	Town of Ellettsville
Buff Brown	Traffic Commission/BTOP
Eve Corrigan	Citizen/BTOP
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Kate Cruikshank	South Griffy Neighborhood
James Delpha	McDoel Gardens Neighborhood
Steve Forrest	Bryan Park Neighborhood/BTOP
Bill Hayden	Bike Project
Douglas Horn	Old Northeast Neighborhood
John Kehrberg	County Citizen
Eli McCormic	Bloomington Citizen
John McCrary	Indiana Department of Transportation
Tim Miller	Citizen
Fran Moore	Hoosier Acres Neighborhood Association
Charles Newmann	County Council/Monroe County Farm Bureau
Isabel Piedmont	Environmental Commission
Yvette Rollins	Indiana Horse Council
Steve Smith	Bloomington Economic Development Comm.
Jerry Stasny	Old Northeast Neighborhood Assoc.
Christy A. Steele	Greater Bloomington Chamber of Commerce
James Ude	INDOT - Seymour District
David Walter	Sixth & Ritter Neighborhood Association/BRI/CONA
Natalie Wrubel	League of Women Voters

### MPO STAFF

Name	Position
Joshua Desmond, AICP	MPO Director
Scott Robinson, AICP	Long Range/Transportation Manager
Raymond Hess, AICP	Senior Transportation Planner
Joe Fish	Transportation Planner

## Fiscal Year 2008 UPWP Funding Summary

### FISCAL YEAR 2008 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated \$263,207.00 available for programming from the Federal Highway Administration, and an estimated \$40,041.00 available for programming from the Federal Transit Administration, for a total of \$303,248.00 for Fiscal Year 2008. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$75,812.00 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2008 UPWP is \$379,060.00.

### FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2008 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). More detailed breakdowns of each work element are provided in later sections of this document.

Work Element	MPO	Bloomington Transit	Consultant	Total
<b>Comprehensive Planning Coordination &amp; Outreach Program</b>				
<b>101</b>	\$ 70,082.48	\$ -	\$ -	\$ 70,082.48
<b>102</b>	\$ 15,590.84	\$ -	\$ -	\$ 15,590.84
<b>103</b>	\$ 26,078.79	\$ -	\$ -	\$ 26,078.79
<b>Short Range Transportation Planning Program</b>				
<b>201</b>	\$ 19,910.88	\$ -	\$ -	\$ 19,910.88
<b>202</b>	\$ 8,945.26	\$ -	\$ -	\$ 8,945.26
<b>203</b>	\$ 1,398.87	\$ -	\$ 20,000.00	\$ 21,398.87
<b>Long Range Transportation Planning Program</b>				
<b>301</b>	\$ 10,547.61	\$ -	\$ 15,000.00	\$ 25,547.61
<b>302</b>	\$ 3,194.09	\$ -	\$ -	\$ 3,194.09
<b>Technical Program</b>				
<b>401</b>	\$ 15,720.76	\$ -	\$ 38,000.00	\$ 53,720.76
<b>402</b>	\$ -	\$ -	\$ 26,000.00	\$ 26,000.00
<b>Alternative Transportation Planning Program</b>				
<b>501</b>	\$ 10,764.70	\$ 3,000.00	\$ -	\$ 13,764.70
<b>502</b>	\$ 13,312.08	\$ 55,000.00	\$ -	\$ 68,312.08
<b>503</b>	\$ 26,474.23	\$ -	\$ -	\$ 26,474.23
<b>TOTAL</b>	\$ 222,020.58	\$ 58,000.00	\$ 99,000.00	\$ 379,020.58

### OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below provides a breakdown of FY 2008 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2008 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, and Consultants/Other are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal Funds	Local Match	Total
Direct Chargeable Salary	\$ 91,288.71	\$ 22,822.18	\$ 114,110.88
Fringe Expenses (61.73%)	\$ 56,352.52	\$ 14,088.13	\$ 70,440.65
Indirect Expenses (19.34%)	\$ 17,655.24	\$ 4,413.81	\$ 22,069.05
Bloomington Transit	\$ 46,400.00	\$ 11,600.00	\$ 58,000.00
Consultants/Other	\$ 91,520.00	\$ 22,880.00	\$ 114,400.00
<b>TOTAL</b>	<b>\$ 303,216.46</b>	<b>\$ 75,804.12</b>	<b>\$ 379,020.58</b>

### SUMMARY BUDGET BY FUNDING SOURCE

The table below provides a summary of the FY 2008 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2008 funding allocations falls within the total available funding noted previously.

Work Element	Federal Funds	Local Match	Total
<b>Comprehensive Planning Coordination &amp; Outreach Program</b>			
101	\$ 56,065.98	\$ 14,016.50	\$ 70,082.48
102	\$ 12,472.67	\$ 3,118.17	\$ 15,590.84
103	\$ 20,863.03	\$ 5,215.76	\$ 26,078.79
<b>Short Range Transportation Planning Program</b>			
201	\$ 15,928.70	\$ 3,982.18	\$ 19,910.88
202	\$ 7,156.21	\$ 1,789.05	\$ 8,945.26
203	\$ 17,119.10	\$ 4,279.77	\$ 21,398.87
<b>Long Range Transportation Planning Program</b>			
301	\$ 20,438.08	\$ 5,109.52	\$ 25,547.61
302	\$ 2,555.27	\$ 638.82	\$ 3,194.09
<b>Technical Program</b>			
401	\$ 42,976.60	\$ 10,744.15	\$ 53,720.76
402	\$ 20,800.00	\$ 5,200.00	\$ 26,000.00
<b>Alternative Transportation Planning Program</b>			
501	\$ 11,011.76	\$ 2,752.94	\$ 13,764.70
502	\$ 54,649.66	\$ 13,662.42	\$ 68,312.08
503	\$ 21,179.39	\$ 5,294.85	\$ 26,474.23
<b>TOTAL</b>	<b>\$ 303,216.46</b>	<b>\$ 75,804.12</b>	<b>\$ 379,020.58</b>

**CONTRACT SERVICE AGREEMENTS**

The Bloomington/Monroe County Metropolitan Planning Organization will enter into Contract Service Agreements (CSA) with the City of Bloomington Public Works Department (and all of its divisions), the Town of Ellettsville, and the Monroe County Planning and Highway Departments in order to accomplish several of the work elements outlined in this UPWP. Each CSA will provide a mechanism for coordination and ensure that the duplication of transportation planning services is kept to a minimum. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will be approved by the Policy Committee. Each non-MPO government entity entering into a CSA with the MPO is responsible for providing all costs detailed within a CSA and will be reimbursed up to a maximum of 80% of federal aid eligible costs.



## **Comprehensive Planning Coordination & Outreach Program**

### **101 TRANSPORTATION PLANNING COORDINATION**

#### **(A) Intergovernmental Coordination**

Work to be conducted under this element will include all activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, and daily MPO administrative activities with FHWA and INDOT. Meetings of the MPO Policy Committee and Technical Advisory Committee occur on a monthly basis. Activities that can be anticipated in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings will be open to attendance from the public and the preparation of proper meeting notifications will be included under this work element.

##### **Responsible Agency and End Product(s):**

- (1) MPO Staff to conduct at least 8 MPO Policy Committee meetings.
  - (a) Publish and distribute agendas, minutes, and support material
- (2) MPO Staff to conduct at least 10 MPO Technical Advisory Committee meetings.
  - (a) Publish and distribute agendas, minutes, and support material
- (3) MPO Staff to attend 2 Program Development Progress (PDP) meetings with the INDOT Seymour District Office.
  - (a) Attend at least 2 PDP meetings

#### **(B) Unified Planning Work Program**

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the urban transportation planning process. The UPWP describes all planning activities that are anticipated in the MPO study area over the next fiscal year, and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff.

##### **Responsible Agency and End Product(s):**

- (1) MPO Staff to conduct coordination technical review meetings with FHWA, INDOT, and local stakeholders to develop the annual Fiscal Year Unified Planning Work Program.
  - (a) FY 2009 Unified Planning Work Program (UPWP)
- (2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
  - (a) FY 2009 Cost Allocation Plan (CAP)
- (3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
  - (a) FY 2007 Annual Completion Report
- (4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
  - (a) FY 2009 Annual Self Certification Review Statement

### **(C) Planning Grant Administration**

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2008 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2008 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred towards completion of the UPWP.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to prepare and submit quarterly progress reports to INDOT for review.
  - (a) Quarterly Progress Report
- (2) MPO Staff to prepare and submit quarterly billing statements to INDOT for reimbursement processing.
  - (a) Quarterly Billing Statements

### **(D) Indiana MPO Council**

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association that meets monthly (MPO Council) to discuss and act on matters of mutual interest. The monthly Indiana MPO Council meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to attend 12 MPO Council monthly meetings in Indianapolis.

101			
Task		Responsible Agency	Total Cost
(A)	Intergovernmental Coordination		
	Policy Committee	MPO	\$33,138.75
	Technical Advisory Committee	MPO	
	Coord. Mtgs. w/Seymour District	MPO	
(B)	Unified Planning Work Program		
	UPWP	MPO	\$23,557.09
	CAP	MPO	
	Annual Self-Certification Statement	MPO	
	Annual Completion Report	MPO	
(C)	Planning Grant Administration		
	Quarterly Billing Statements	MPO	\$7,216.10
	Quarterly Progress Reports	MPO	
(D)	Indiana MPO Council		
	MPO Council Meetings	MPO	\$6,170.54
TOTAL			\$70,082.48

## 102 TRAINING & PROFESSIONAL DEVELOPMENT

### (A) Staff Training, Education, and Technical Needs

The continuous development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training, including TransCAD. These educational tools are essential for the professional development of all MPO staff and to bring about knowledge of regional and national best practice transportation planning topics.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to attend TransCAD training and renew annual TransCAD license.
- (2) MPO Staff to attend the annual Purdue Road School.
- (3) MPO Staff to attain League Certified Instructor (LCI) certification from the League of American Bicyclists.
- (4) MPO Staff to attend annual Indiana MPO Conference.

102			
Task		Responsible Agency	Total Cost
(A) Training & Professional Development			
	<i>TransCAD Training</i>	MPO	\$15,590.84
	<i>Road School</i>	MPO	
	<i>LCI Certification</i>	MPO	
	<i>MPO Conference</i>	MPO	
<b>TOTAL</b>			<b>\$15,590.84</b>

## 103 PUBLIC PARTICIPATION COORDINATION

### (A) Citizens Advisory Committee

The 1982 charter of the Bloomington/Monroe County MPO established a Citizens Advisory Committee (CAC) to solicit citizen input into the transportation planning process. Monthly meetings with the CAC provide an avenue for obtaining public input for Policy Committee deliberation on transportation issues. The CAC membership for the Bloomington/Monroe County MPO consists of volunteer representatives from community organizations, professional associations, neighborhood associations, and the private sector.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to provide staff support and administrative coordination for 10-12 CAC monthly meetings on topics including the UPWP, TIP, Long Range Transportation Plan, Accident Report, Citizen Participation Guide, and other MPO related topics or documents.
  - (a) Publish and distribute agendas, minutes, and support material
- (2) MPO Staff to facilitate a special study through the CAC based on at least one (1) proposed project detailed in the 2030 Long Range Transportation Plan. The special study will identify issues associated with the proposed project, develop alternatives to consider for project implementation, and project advancement and/or implementation recommendations. A proposal will be submitted to an institute of higher education to assist the MPO Staff in this special study.
  - (a) Special Study: Scoping document for a 2030 Plan proposed improvement project

### (B) Web Site Administration

The MPO web site is a subsection of the City of Bloomington web site and provides the MPO with a significant point of public communication and interaction. Citizens, businesses, and other local community members can access and download reports, data, updates, and other information related to the functions of the MPO in addition to the traditional forms of correspondence that are offered by the staff.

#### **Responsible Agency and End Product(s):**

- (1) On-going development and maintenance of the MPO Web Site.
  - (a) MPO Staff to post MPO Policy/Technical/Citizen Advisory Committee agendas, minutes, and draft MPO documents on-line
  - (b) MPO Staff to post technical traffic count information
  - (c) MPO Staff to post adopted MPO documents

### (C) Public Involvement Process

The MPO will complete an update to its official Public Involvement Process by the end of Fiscal Year 2007 in order to ensure that it is SAFETEA-LU compliant, including maintaining compliance with the Environmental Justice considerations initiated under Executive Order 12898 on February 11, 1994. Once this process is complete, staff will update the companion document, *Moving Forward: A Citizen's Guide to Transportation Planning and Resources in the Bloomington, Indiana, Urban Area*. This guidebook will be used as a key tool in familiarizing citizens with MPO activities, contacts, and resources.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to update, revise, and produce a new version of *Moving Forward: A Citizen's Guide to Transportation Planning and Resources in the Bloomington, Indiana, Urban Area*.
  - (a) Distribution of *Moving Forward: A Citizen's Guide to Transportation Planning and Resources in the Bloomington, Indiana, Urban Area*

*FY 2008 UPWP*  
*Adopted: April 13, 2007 / Amended: June 8, 2007*

<b>103</b>			
<b>Task</b>		<b>Responsible Agency</b>	<b>Total Cost</b>
<b>(A) Citizens Advisory Committee</b>			
	<i>Citizens Advisory Committee</i>	MPO	\$15,133.75
<b>(B) Web Site Administration</b>			
	<i>Web Site Administration</i>	MPO	\$3,566.03
<b>(C) Public Involvement Process</b>			
	<i>Citizens Guide to Transportation</i>	MPO	\$7,379.01
<b>TOTAL</b>			<b>\$26,078.79</b>

## Short Range Transportation Planning Program

### 201 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

#### (A) Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a U.S. Department of Transportation requirement for MPOs that intend to develop and implement projects with funds from the Federal Highway Administration and the Federal Transit Administration. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT).

#### Responsible Agency and End Product(s):

- (1) MPO Staff will review project requests from local entities for inclusion in the TIP for consistency with the 2030 Long Range Transportation Plan, the City of Bloomington/Monroe County Alternative Transportation and Greenways System Plans, and/or other local policy documents. Interagency coordination for development and production of the annual TIP and INSTIP development.
  - (a) FY 2009 – 2012 Transportation Improvement Program
- (2) MPO Staff to administer on-going TIP projects through coordination with LPAs, management of the local Change Order Process, and management of the TIP amendment process as such amendments arise.
- (3) MPO Staff to provide assistance and coordination for Federal-aid application submissions by local planning agencies.

#### (B) TIP Project Coordination

The MPO staff will attend monthly meetings with the City of Bloomington Projects Team, made up of representatives from various City of Bloomington departments, transportation project management coordination. All current projects are to be examined for action to date, current status summary, next action steps, timelines, and public involvement/coordination issues.

#### Responsible Agency and End Product(s):

- (1) MPO Administrative Staff to attend twelve (12) monthly Projects Team meetings for interagency coordination and participation.

201			
Task		Responsible Agency	Total Cost
(A)	Transportation Improvement Program (TIP)		
	FY 2009-2012 TIP	MPO	\$16,712.95
	TIP Administration/Amendments	MPO	
	Federal Aid Application Coordination	MPO	
(B)	TIP Project Coordination		
	City Projects Team	MPO	\$3,197.93
TOTAL			\$19,910.88

## **202 ANNUAL DOCUMENTS**

### **(A) Annual Accident Report**

The Bloomington/Monroe County MPO will complete an Annual Accident Report given that the crash data helps to identify potentially high hazard intersections and corridors within the MPO study area. The identification of accident locations allows local and state jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Accident Report will also be used to determine project locations that may be eligible for federal Hazard Elimination Safety (HES) grants through the Indiana Department of Transportation.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to analyze state accident data for the development and production of an Annual Accident Report which includes vehicle, bicycle, and pedestrian accidents.
  - (a) Calendar Year 2007 Accident Report.
- (2) MPO Staff to coordinate with local agencies on the submittal of candidate projects eligible for HES grant funds and for inclusion into the Transportation Improvement Program.
  - (a) HES grant application preparation and submittal assistance to LPAs

<b>202</b>			
<b>Task</b>		<b>Responsible Agency</b>	<b>Total Cost</b>
<b>(A) Annual Documents</b>			
	<i>Calendar Year 2007 Accident Report</i>	MPO	\$8,945.26
	<i>HES Application Coordination</i>	MPO	
<b>TOTAL</b>			<b>\$8,945.26</b>

## 203 SHORT RANGE TRANSPORTATION STUDIES

### (A) West 2<sup>nd</sup> Street Feasibility Study

During Fiscal Year 2007, the Bloomington/Monroe County MPO partnered with the City of Bloomington to begin the West 2<sup>nd</sup> Street Feasibility Study. This study focused on West 2<sup>nd</sup> Street, between Walnut Street and Landmark Avenue, within the City of Bloomington. Major issues facing this corridor include significant traffic congestion, access management, and lack of facilities for alternative modes of transportation. This corridor has been identified in the 2030 Long Range Transportation Plan as a future improvement project. The Feasibility Study will better define the design specifications for that future improvement project, allowing for the implementation process to progress. Work on the Feasibility Study by an independent consultant is on-going, and will conclude during the first half of Fiscal Year 2008.

#### Responsible Agency and End Product(s):

- (1) MPO Staff, City of Bloomington Public Works Department, and a private consultant to conduct a Feasibility Study for West 2<sup>nd</sup> Street from Walnut Street to Landmark Avenue.
  - (a) West 2<sup>nd</sup> Street Feasibility Study

203			
Task		Responsible Agency	Total Cost
(A)	West 2nd Street Feasibility Study		
	West 2nd Street Feasibility Study	MPO	\$1,398.87
		COB/Consultant	\$20,000.00
TOTAL			\$21,398.87



## Long Range Transportation Planning Program

### 301 LONG RANGE TRANSPORTATION PLAN

#### (A) Travel Demand Model Maintenance

In addition to routine model maintenance to reflect changes in land use, traffic volumes, and other pertinent data, a specific update will be needed to reflect changes to transportation project priorities on the State level. As a component of its new Long Range Transportation Plan, INDOT has provided the MPO with an update list of projects to be included in the MPOs Long Range Transportation Plan for consistency purposes. While those changes will be a component of an LRTP amendment in Fiscal Year 2007, the Travel Demand Model will also have to be updated to reflect those State project changes. This update will occur during Fiscal Year 2008. This model update will require the assistance of a consultant, with oversight and participation by MPO staff. Funding has been allocated for a small consultant contract to accomplish this objective.

#### Responsible Agency and End Product(s):

- (1) MPO Staff to maintain socioeconomic, land use, and link volume data for proper upkeep of traffic analysis zones (TAZ) of the 2030 Travel Demand Model.
- (2) MPO Staff, with consultant assistance to update Travel Demand Model to reflect changes in State projects as component of INDOT Long Range Transportation Plan.

#### (B) Long Range Plan Amendment

Once the Travel Demand Model is updated as outlined above, an amendment to the 2030 Long Range Transportation Plan may be necessary, depending on the impacts to local projects of the INDOT project changes. Any required amendments will be prepared by MPO staff and adopted before the end of Fiscal Year 2008.

#### Responsible Agency and End Product(s):

- (1) Amendment to the 2030 Long Range Transportation Plan to reflect impacts of INDOT project changes on local projects in the Plan.

301			
Task		Responsible Agency	Total Cost
(A)	Travel Demand Model Maintenance		
	Update Model - INDOT Project Changes	MPO	\$4,219.04
		Consultant	\$15,000.00
(B)	LRTP Amendment		
	As needed based on Model Revisions	MPO	\$6,328.56
TOTAL			\$25,547.61

## **302 INTELLIGENT TRANSPORTATION SYSTEMS**

### **(A) ITS Development and Implementation**

A group of technologies, known collectively as Intelligent Transportation Systems, or ITS, is being developed in urban areas throughout the world to improve transportation system efficiency, safety, and security. ITS uses a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. Through an evaluation and integration process with the transportation system, the Bloomington/Monroe County Urban Area can improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO will complete its initial ITS Architecture by the end of Fiscal Year 2007. In Fiscal Year 2008, updates and revisions will be made to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to perform an assessment and update of established Intelligent Transportation Systems (ITS) architecture. The assessment will target and implement specific ITS architecture improvements for future roadway improvements within the TIP.
  - (a) FY 2008 ITS Architecture

302			
Task		Responsible Agency	Total Cost
(A) Intelligent Transportation Systems			
	FY2008 ITS Architecture Updates	MPO	\$3,194.09
TOTAL			\$3,194.09

## **Technical Program**

### **401 VEHICULAR DATA COLLECTION**

#### **(A) Traffic Volume Counting**

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. Details of the specific counting requirements will be available in the Traffic Counting Manual. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff will update the Traffic Counting Manual for the Bloomington/Monroe County MPO and will further direct the allocation of staff time and departmental budgets for this program. Guidelines will be established to identify future needs for supplies and equipment to aid with funding allocations. The manual will also specify locations, quantities, and types of counts that need to be annually conducted to produce reliable estimates on Vehicle Miles of Travel (VMT) and to maintain the calibration of the 2030 Travel Demand Model.
  - (a) Revised Traffic Counting Manual
- (2) MPO Staff and the Bloomington Engineering Department will conduct annual traffic volume counts as specified in the Traffic Counting Manual. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested. The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model.
  - (a) MPO FY 2008 Traffic Volume Report
    - (i) City of Bloomington will perform approximately 150 coverage counts
    - (ii) Town of Ellettsville will perform approximately 80 coverage counts
- (3) MPO Staff and the Bloomington Engineering Department to work toward the establishment of three-year traffic count data cycle for the functionally classified roadway network and to provide INDOT with the necessary Highway Performance Monitoring System (HPMS) data. This task will be a focus area for FY 2007.
  - (a) Perform data quality control with INDOT's HPMS software against field survey findings
  - (b) Complete approximately one-third of the defined HPMS traffic samples for INDOT data management requests
- (4) MPO Staff and Bloomington Public Works Department to manage and maintain nine (9) permanent traffic volume counting stations (e.g., GroundHog). This information has the potential to help lay the foundation for a Travel Demand Management system with the integration of these data into traffic control devices.
  - (a) Regular maintenance and management for nine permanent GroundHog traffic volume counting stations, including phone and electric fees for their operation.

- (5) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs. Future supplies and equipment needs will be based upon the guidelines identified in the Traffic Counting Manual.
- (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to GroundHog battery replacements, GroundHog permanent traffic analyzer, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.

401			
Task		Responsible Agency	Total Cost
<b>(A) Traffic Volume Counting</b>			
	<i>Traffic Counting Manual</i>	MPO	\$7,720.76
	<i>FY2008 Traffic Counting Report</i>	MPO	
	<i>HPMS Counts for INDOT</i>	COB	\$8,000.00
	<i>Traffic Data Collection</i>	MPO	\$8,000.00
		EV	\$4,000.00
		COB	\$20,000.00
	<i>Purchase Traffic Counting Equipment</i>	COB	\$6,000.00
<b>TOTAL</b>			<b>\$53,720.76</b>

## 402 INFRASTRUCTURE MANAGEMENT

### (A) Infrastructure Management Plan

The City of Bloomington Public Works Department and the Monroe County Engineering Department will perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. The infrastructure inventory will be continuously updated using an asset management software package (Cartegraph). Data on the various physical parameters such as location and the physical condition for each infrastructure module (pavement, signs, street markings, signals,) is managed by an infrastructure management software package to aid in the development of long term management plans.

#### Responsible Agency and End Product(s):

- (1) MPO Staff, City of Bloomington Public Works Department, Monroe County, and the Town of Ellettsville will analyze the initial assessment of current roadway pavement conditions in the urbanized area to develop the initial phase of the infrastructure management plan. Regular collection of data on existing infrastructure modules to manage and update the database used for the asset management software used to develop and produce the infrastructure management plan. Future phases of the long term management plan will include other infrastructure modules and may require the purchase of geographic positioning technology and software to assist with field data collection.
  - (a) Phase I: Long Term Management Plan/Ten-Year Pavement Management Plan
  - (b) Quarterly status report submitted with billings

402			
Task		Responsible Agency	Total Cost
(A)	Infrastructure Management Plan		
	Infrastructure Management Plan	COB	\$11,000.00
		MC	\$11,000.00
		EV	\$4,000.00
TOTAL			\$26,000.00

## **Alternative Transportation Planning Program**

### **501 TRANSIT, BICYCLE & PEDESTRIAN DATA COLLECTION**

#### **(A) Transit Ridership and Bicycle/Pedestrian Volume Counts**

This work element will include the preparation of a ridership data and bicycle and pedestrian volume counts. This information, among other things, will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements. In summary, the method consists of counting boarding and alighting passengers and measuring distances between stops on randomly selected bus trips each week, throughout the fiscal year. Counts to determine usage of bicycle and pedestrian facilities will also be conducted on a regular basis to gauge and determine needs.

#### **Responsible Agency and End Product(s):**

- (1) Bloomington Transit to collect operating data required for estimates of annual passenger miles. Procedures will follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service.
  - (a) Annual passenger mile data estimates for Bloomington Transit fixed route and demand response service.
- (2) MPO Staff to conduct seven (7) day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. This is currently a pilot program. As the bicycle and pedestrian network continues to be built, expectations for this pilot are to mirror the #401 Traffic Volume Counting element of the UPWP.
  - (a) MPO staff report on the results of seasonal coverage counts for 3-6 facilities
- (3) MPO Staff and Bloomington Public Works Department to annually maintain, update, and develop the GIS sidewalk inventory. This inventory has been developed to identify missing sidewalk segments and to prioritize sidewalk improvement projects. Integration of a robust inventory and infrastructure management are to be implemented for a future phase of the Infrastructure Management Plan. The sidewalk inventory will incorporate sidewalk data on condition, width, and ADA compliance for integration into the asset management software.
  - (a) Sidewalk Project Prioritization Report
  - (b) Status report with integration of GIS and asset management software for sidewalk inventory data
  - (c) Status report on phase two of long term management plan: Sidewalk Condition and Assessment Inventory
- (4) MPO Staff and Bloomington Public Works Department to purchase of bicycle and pedestrian counting equipment and supplies needed to support annual bicycle and pedestrian counting needs.
  - (a) Bloomington Public Works Department to purchase up to \$2000 in new counting equipment and supplies

*FY 2008 UPWP*  
*Adopted: April 13, 2007 / Amended: June 8, 2007*

501			
Task		Responsible Agency	Total Cost
(A)	Transit Ridership/Bike & Ped Counts		
	<i>Annual Passenger Trip Estimates</i>	BT	\$3,000.00
	<i>Bike/Ped Count Staff Report</i>	MPO	\$10,764.70
	<i>Sidewalk Inventory &amp; Assessment</i>	MPO	
	<i>Purchase B/P Counting Equipment</i>	MPO	
<b>TOTAL</b>			<b>\$13,764.70</b>

## **502 SHORT RANGE ALTERNATIVE TRANSPORTATION STUDIES**

### **(A) Safe Routes to School (SR2S) Program**

During Fiscal Year 2007, the Bloomington/Monroe County MPO took a lead role in implementing the new Safe Routes to School program on the local level. A Safe Routes to School Task Force featuring representatives of local community school corporations, local governments, community groups, and other key stakeholders was established to guide the local process. The task force worked cooperatively to generate project ideas and coordinate the production of SR2S grant applications. As a result, three grants were secured for local SR2S projects, and the task force has begun to focus on implementation of the grant-funded projects. MPO staff will continue to play a lead role in the local implementation of the SR2S program by coordinating SR2S Task Force meetings, assisting with the production of grant applications, and helping local jurisdictions implement any SR2S grants that are awarded.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to manage the Safe Routes to School Task Force that will be responsible for annual project identification and implementation of Safe Routes to School grant proposals and awards. Staff will coordinate regular meetings of the Task Force or its subcommittees as needed and provide logistical support to the Task Force or its subcommittees for project implementation.
  - (a) Safe Routes to School grant submittals for infrastructure and non-infrastructure projects

### **(B) Bicycle and Pedestrian Project Coordination**

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.

### **(C) Transit Development Program**

Bloomington Transit will undertake the creation of a new Transit Development Program (TDP) during Fiscal Year 2008. The TDP will be produced with the assistance of an independent consultant. The TDP will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit service. It will analyze stops and shelters, transit routes, system ridership, financial status, and other related transit components. In addition, the TDP will take into account recommendations of other recent studies undertaken by Bloomington Transit, including the Downtown Passenger Transfer Facility Location Analysis and the Fixed Transit Route Operational Analysis.

#### **Responsible Agency and End Product(s):**

- (1) Bloomington Transit and independent transit consultant to complete a new Transit Development Program (TDP), to include recommendations on stops and shelters, transit routes, system ridership, financial status, and other related transit components.
  - (a) Transit Development Program



*FY 2008 UPWP*  
*Adopted: April 13, 2007 / Amended: June 8, 2007*

<b>502</b>			
<b>Task</b>		<b>Responsible Agency</b>	<b>Total Cost</b>
<b>(A) Safe Routes to School (SR2S)</b>			
	<i>Administer SR2S Program</i>	MPO	\$7,631.05
<b>(B) Bike &amp; Ped Project Coordination</b>			
	<i>BBPSC Meetings</i>	MPO	\$5,681.03
<b>(C) Transit Development Plan (TDP)</b>			
	<i>Transit Development Plan (TDP)</i>	BT	\$55,000.00
<b>TOTAL</b>			<b>\$68,312.08</b>

## **503 LONG RANGE ALTERNATIVE TRANSPORTATION PROGRAM**

### **(A) Alternative Transportation Corridor Study**

As a component of the Fiscal Year 2007 UPWP, the MPO undertook an alternative transportation corridor study with the help of an independent consultant. This study analyzed the proposed I-69 route through the Metropolitan Planning Area and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. The final report from this project is expected to be produced by the end of Fiscal Year 2007. The next phase of this project will be to begin its implementation, both through further coordination with the I-69 Section 5 design office as well as mobilization of resources on the local level. MPO staff will assist with this implementation process.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff will provide assistance to local agencies for the implementation of the Alternative Transportation Corridor Study produced during Fiscal Year 2007.

### **(B) Bloomington Alternative Transportation and Greenways System Plan**

Both the City of Bloomington and Monroe County have Alternative Transportation and Greenways System Plans (ATGSP) that detail the various needs and improvements for alternative transportation. These strategic plans must be regularly evaluated to identify new opportunities to implement recommended transportation improvement projects from each respective plan. The process of updating Bloomington's ATGSP began during Fiscal Year 2007, and will be completed during Fiscal Year 2008.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff will assist with the update of the City's ATGSP, originally adopted in 2001. This will allow the City to have an accurate representation of existing facilities and future priorities for improvement projects. Periodically, the need to keep the plan current will present itself when new opportunities arise and priorities change as the Parks and Recreation Department and Planning Department identify future goals in their planning processes.
  - (a) Updated Bloomington Alternative Transportation and Greenways System Plan

### **(C) Coordinated Human Services Public Transit Plan**

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan. The Bloomington/Monroe County MPO has taken the lead role in developing that plan for the local area. While a preliminary version of that plan will be adopted by the end of Fiscal Year 2007, the MPO intends to further expand upon that plan during Fiscal Year 2008, with the goal of having a full plan adopted by January 1, 2008.

#### **Responsible Agency and End Product(s):**

- (1) MPO Staff, in coordination with local transit and human services providers, to develop the final Coordinated Human Services Public Transit Plan for the Bloomington/Monroe County MPO.
  - (a) Coordinated Human Services Public Transit Plan

*FY 2008 UPWP*  
*Adopted: April 13, 2007 / Amended: June 8, 2007*

<b>503</b>			
<b>Task</b>		<b>Responsible Agency</b>	<b>Total Cost</b>
<b>(A) Alternative Transportation Corridor Study</b>			
	<i>Project Implementation</i>	MPO	\$5,805.31
<b>(B) Bloomington ATGSP Update</b>			
	<i>Bloomington ATGSP Update</i>	MPO	\$10,089.89
<b>(C) Coordinated Human Services Public Transit Plan</b>			
	<i>Coord. Human Svcs. Public Trans Plan</i>	MPO	\$10,579.04
<b>TOTAL</b>			<b>\$26,474.23</b>

## Appendix A

### Transit Operator Local Match Assurance

FY 2008 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation hereinafter referred to as the "Transit Provider", HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2008 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling \$303,216.46 requiring \$75,804.12 local match. As specified in the FY 2008 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for \$58,000.00 of the total grant, requiring \$11,600.00 in local match for the following UPWP elements:

- 1) 501 (A) - Annual unlinked passenger trip estimates
- 2) 502 (C) - Transit Development Program (consultant product)

6/20/07  
Date

Bloomington Public Transportation Corporation  
Legal Name of Applicant

By: Lew May  
Lew May, General Manager of Bloomington Transit

## **Appendix B**

### **Abbreviations**

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	American Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (July 1 through June 30)
HPMS	Highway Performance Monitoring System
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
IPA	Indiana Planning Association
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
IU	Indiana University
MCCSC	Monroe County Community School Corporation
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
PDP	Program development Process
PL	Planning
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCP	Safety-Conscious Planning
SRTS	Safe Routes To School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDF	Travel Demand Forecast
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TRB	Transportation Research Board
UMTA	Urban Mass Transit Administration
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

## **Appendix C**

### **FY 2008 Certification Statement**

#### **INSTITUTIONAL ARRANGEMENTS**

##### **(A) Designated MPO**

The State of Indiana agreed to the designation of the City of Bloomington Plan Commission as the Metropolitan Planning Organization responsible for carrying out the provisions of Section 134, Title 23 of the United States Code for the Bloomington urbanized area through designation by the Governor of Indiana on March 4, 1982. The U.S. Department of Transportation accepted this designation.

##### **(B) Urbanized Areas Affected By This Certification**

This certification is for the Bloomington/Monroe County Urbanized Area.

##### **(C) Policy Decision-Making Process (Committee Structure and Delegation of Authority)**

The Bloomington/Monroe County Metropolitan Planning Organization adopted new Operational Bylaws in December 2005. These bylaws provide a specific description of the roles and membership for each of the three committees that comprise the MPO. The jurisdictions represented in the MPO are:

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University

The three MPO committees are:

##### *Policy Committee*

The Policy Committee serves as the decision-making body of the MPO. They provide oversight on all projects, policies, and programs pursued by the MPO. This includes official adoption of the Long Range Transportation Plan, the Unified Planning Work Program, and the Transportation Improvement Program. Membership of this committee is comprised of elected and appointed officials from the key jurisdictions.

##### *Technical Advisory Committee*

The Technical Advisory Committee provides technical-level input on MPO projects, policies, and programs. The committee reviews these items and makes recommendations to MPO staff as well as to the Policy Committee. All business conducted by the MPO is required, per the adopted bylaws, to be reviewed by the Technical Advisory Committee prior to a decision by the Policy Committee. Membership of this committee is comprised of technical staff representing the same key jurisdictions as the Policy Committee membership.

##### *Citizens Advisory Committee*

The Citizens Advisory Committee provides public input on MPO projects, policies, and programs. All business conducted by the MPO is required, per the adopted bylaws, to be reviewed by the Citizens Advisory Committee prior to a decision by the Policy Committee. Membership of the Citizens Advisory Committee is open to the general public, as well as a wide variety of key community organizations that are specifically invited to send representation.

All jurisdictions are represented across all three MPO committees. The committees also provide representation for all modes of travel within the MPO area.

**(D) Delegation of MPO Responsibilities or Authority to Other Agencies**

The Bloomington/Monroe County MPO currently provides federal planning funds under a Third Party Agreement to Bloomington Transit (BT) to conduct transit planning activities as outlined in the Unified Planning Work Program. All other responsibilities and authority are retained by the MPO.

**(E) Functional Responsibilities of Participating Agencies**

Federal, state, and local agencies concerned with transportation and land use planning as well as the implementation of transportation facilities are given every opportunity to participate in the urban transportation planning process through the MPO's committee structure. The participants which comprise the committees advise and provide direction to the MPO's transportation planning staff.

**(F) Legal Basis for MPO**

The Bloomington MPO obtains its statutory authority from the Indiana Code, Title 18, Article 5, Chapter 1 and Title 18, Article 7, Chapter 5.5. Local authority for the Bloomington MPO is based on the 1982 letter from the U.S. Department of Transportation and an inter-cooperative agreement between the City of Bloomington and Monroe County.

**(G) Intergovernmental Review Process**

The Bloomington MPO participates in the intergovernmental review process. The Unified Work Planning Program and the Transportation Improvement Program are subject to this intergovernmental review.

**COMPREHENSIVE PLANNING**

**(A) Status of an Area-wide Land Use Plan or Urban Development Plan**

Comprehensive land use plans have been adopted separately by the City of Bloomington and Monroe County. These plans are tied together via an interlocal agreement between the two agencies, which deals with areas of joint interest. The MPO provides a forum to discuss issues related to transportation in both plans.

**(B) Consistency of the Transportation Plan with the Comprehensive Land Use Plans**

Land use and demographic data developed for the various comprehensive land use plans served as the basis for the MPO's 2030 Long Range Transportation Plan unanimously adopted by the Policy Committee in April 2006. Appropriate local planning agencies are directly involved in development of transportation plans.

**TRANSPORTATION PLANNING PROCESS AND ELEMENTS**

**(A) Social, Economic, and Environmental Effects**

The Unified Planning Work Program study elements are designed to obtain information necessary for the overall social, economic, and environmental (SEE) effects of proposed system improvement projects. The MPO committee structure provides a mechanism for evaluating this information and for developing alternative methods to mitigate negative SEE impacts.

**(B) Transportation Control Measures Required by the SIP**

The Bloomington/Monroe County urbanized area has been declared an attainment area by the Federal Environmental Protection Agency (EPA) with regard to transportation-related pollutants. As such, the MPO is not required to develop transportation control measures or to submit other documentation related to the State Air Quality Implementation Plan (SIP). Nevertheless, the maintenance and improvement of air quality is a significant local planning objective.

**(C) Citizen Involvement**

The MPO maintains a very active public participation process, which includes the Citizen Advisory Committee (described above) and public informational forums. Public hearings and special public meetings are routinely scheduled for projects and plan development/adoption.

**(D) Transportation System Management Strategies in All Phases of the Planning Process**

All urban areas of 50,000 population or greater are required to develop and maintain a transportation plan as a component of the transportation planning process for the metropolitan area.

The 2030 Long Range Transportation Plan for the Bloomington/Monroe County MPO emphasizes system management/preservation of the existing multi-modal transportation network with enhanced connectivity for increased safety and operational efficiency. Transportation system management strategies are considered in all phases of project planning and development.

**(E) Needs of Mobility-Limited Persons**

The needs of mobility-limited persons in the Bloomington/Monroe County urban area are met by Bloomington Transit (BT) which operates a curb-to-curb transportation service for persons with disabilities known as BT Access. BT Access provides vital mobility for persons with disabilities who cannot use regular fixed route service due to the nature of their disability. BT Access operates days and hours comparable to those that the fixed route service operates. The BT Access service area includes the entire City of Bloomington during weekdays. The service area is more limited on weeknights and weekends to include all areas within  $\frac{3}{4}$  mile of fixed routes operating during those days and times. The BT Access fare per one-way trip and has remained unchanged since 1996.

BT Access ridership has grown more than three-fold in the period from 1991 to 2005 as persons with disabilities continue to become more independent and self-sufficient. Contributing to the growth in BT Access, ridership in recent years has been the trend in relocating persons with disabilities to independent living situations. BT Access is used by eligible riders to access employment, education, health care services, shopping, and recreational activities throughout Bloomington.

**(F) Mitigate Traffic**

As noted in the adopted 2030 Long Range Transportation Plan, traffic mitigation refers to actively reducing the demand for automobile trip-making, and in turn reducing the traffic impacts associated with trip-making. This guiding principle for the Bloomington/Monroe County MPO is intended to reduce the frequency and length of auto trips through the application of a variety of key land use and transportation principles. The first component of traffic mitigation is mixed-use development, which reduces travel demand by placing residential areas in closer proximity to the shopping, employment and recreation destinations they seek. In addition, support of a compact urban form for development will keep trip lengths low, and allow more areas to be serviced by alternative modes of travel. Finally, investment in and support for these alternative modes of travel, such as walking, bicycling and public transit, must be significant and sustained to make them truly viable alternatives to personal motor vehicles.

**(G) Energy Conservation - Goals, Objectives, Specific Targets, Surveillance, and Monitoring of Energy Supply and Consumption, Planning for Short Term Disruption in Energy Supply**

The Bloomington/Monroe County MPO has an Energy Contingency Plan that was completed in 1990. The goal of energy contingency planning is to produce a contingency/conservation plan, which lays out a set of continuous conservation strategies to reduce consumption over a period of time, consistent with a policy of reducing the nation's dependency on imported oil. Such a plan should anticipate periodic shortages and include actions with such problems, while encouraging as much permanent conservation behavior as possible. The MPO Energy



Contingency Plan has two objectives: 1) to ease the impact of a short-term reduction in petroleum supply and to help people cope with such a situation; and, 2) to achieve a reduction in petroleum demand over the long-term.

The 2030 Long Range Transportation Plan adopted in April 2006 specifically notes a goal to “Make transportation infrastructure investments in a manner that protects and enhances the environment, promotes energy conservation, and improves quality of life.” Specific objectives under this LRTP goal include:

- Examine the overall short and long-term social, economic, energy, and environmental (social, natural, and human-made) effects of major transportation investments.
- Ensure transportation investments contribute to the overall improvement of air quality for the metropolitan area and support actions reducing the dependency on single-occupant vehicles.
- Give priority and encouragement to alternative fuels, fuel efficiency and new technologies to reduce pollution and usage of non-renewable resources.
- Plan, design, develop, construct, and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures, and neighborhoods.

#### **(H) Involvement of Existing Public and Private Transportation Providers, Traffic Engineers Ridesharing Agencies, etc.**

The involvement of public and private transportation providers is maintained through the existing committee structure of the MPO. Public transportation providers and traffic engineers, including Indiana University, Bloomington Transit, the Monroe County Highway Engineer, and the City of Bloomington Engineer sit on the Technical Advisory Committee. Private transportation providers and traffic engineers are advised of Citizen Advisory Committee agenda and meetings through website notices and direct mailings. In addition to the committee structure, the MPO sponsors public information meetings to ensure public participation.

Additionally, a Coordinated Human Services Public Transportation Plan is in development and will be adopted prior to the F.Y. 2008. The plan aims to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. The plan will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources. Together these actions will ensure continued involvement and coordination of public and private transportation providers.

#### **(I) Technical Activities to the Degree Appropriate**

The Unified Planning Work Program for the Bloomington/Monroe County MPO Bloomington MPO work program includes functions that provide for technical activities that include but are not limited to the following:

- Intergovernmental Coordination
- Unified Planning Work Program Development, Adoption and Administration
- FHWA/FTA Planning Grant Administration
- Staff Training, Education and Technical Needs
- Public Participation Coordination
- Transportation Improvement Program Development, Adoption, Administration, and Project Coordination
- Traffic Volume Impact Analysis
- Annual Accident Report
- Transportation Plan Travel Demand Model Maintenance and Plan Update
- Intelligent Transportation System Development and Implementation
- Vehicular Data Collection
- Transit, Bicycle and Pedestrian Data Collection/Volume Counts
- Bicycle and Pedestrian Safety and Education Study
- Safe Routes to School Program

**(J) Planning Process Documentation**

The Bloomington MPO planning process is documented in the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the 2030 Long Range Transportation Plan (LRTP). These documents are developed, reviewed, and adopted through and in partnership with the MPO Committee structure previously noted in this Certification Statement and in cooperation with the Indiana Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.

**WORK PLAN**

**(A) Status**

All Fiscal Year 2007 Unified Planning Work Program activities are underway and approval of the Fiscal Year 2008 Unified Planning Work Program shall occur in June 2007. An Annual Completion Report is prepared as a final End Product for each Fiscal Year Unified Planning Work Program. Completion reports contain detailed descriptions on the status of projects and the work completed under the appropriate Fiscal Year. In addition, the report includes the State Board of Accounts Calendar Year Audits for funds utilized within the Unified Planning Work Program.

**(B) Effectiveness**

The Bloomington/Monroe County Unified Planning Work Program is reviewed and updated on an annual basis to correspond with needs identified by staff, cooperating agencies, citizens and other participants involved with the MPO in the planning process.

**TRANSPORTATION PLAN**

**(A) Annual Reaffirmation of Validity**

The Transportation Improvement Program (TIP) for the Bloomington/Monroe County Metropolitan Planning Organization is produced annually. The annual adoption of the Transportation Improvement Program is a reaffirmation of the Long Range Transportation Plan. If at such a time the Transportation Improvement Program does not agree with the Long Range Transportation Plan, amendments to the Long Range Transportation Plan would then be necessary for adoption of the conflicting Transportation Improvement Program to occur.

In accordance with federal transportation planning requirements for all urbanized areas, the Long Range Transportation Plan for Bloomington/Monroe County is to be updated at least every five years, with the most recent update occurring in 2006.

**(B) TSM Strategies Are Considered Throughout the Planning Process**

As noted in Section III – D, all urban areas of 50,000 population or greater are required to develop and maintain a transportation plan as a component of the transportation planning process for the metropolitan area.

The 2030 Long Range Transportation Plan for the Bloomington/Monroe County MPO emphasizes system management/preservation of the existing multi-modal transportation network with enhanced connectivity for increased safety and operational efficiency. Transportation system management strategies are considered in all phases of project planning and development.

**(C) The Transportation Plan Has Both Short-Range and Long-Range Elements and is Multi-Modal Based on Currently Held Valid Socioeconomic Data**

The 2030 Long Range Transportation plan for the Bloomington/Monroe County MPO has both short and long range elements that focus on multi-modal needs. Transportation needs identified in this plan are based on currently held and validated socioeconomic data.

**TRANSPORTATION IMPROVEMENT PROGRAM**

**(A) Adequacy of the Transportation Improvement Program Development Process**

Unified Planning Work Program end products are used as input for project identification, selection, prioritization and programming fund allocation. The projects identified in the Transportation Improvement Program are prioritized by a process of coordination between the MPO staff and the implementing jurisdictions. Most, if not all, projects have been in the engineering stage or in some phase of development construction over multiple years. The Long Range Transportation Plan and the MPO's short-range transportation planning activities also provide a basis for refined prioritization.

**(B) Tradeoffs Between Long-Range and Short-Range Projects**

Projects are identified for inclusion in the Transportation Improvement Program through the process noted above. Any and all potential "tradeoffs" that occur between projects identified through short-range planning activities and long-range planning activities will be evaluated and determined through a cooperative process involving the affected jurisdiction(s) and the MPO committee structure.

**(C) Adequate TIP**

*Projects Consistent With the Planning Process:*

The annual *Transportation Improvement Program* incorporates projects that have been identified through a transportation planning process or from system management (pavement, bridge, safety) activities. Indiana Department of Transportation projects are identified through the INDOT planning process.

*Projects Initiated by Local Officials:*

Local jurisdiction projects are reviewed for planning support and prioritization recommendations by the MPO staff in consultation with the MPO committee structure. The final action(s) of the Policy Committee determines the final project prioritization reflected in the Transportation Improvement Program.

*Conforms with Joint Transportation Improvement Program Development Regulations:*

The process used by the Bloomington/Monroe County MPO for the Transportation Improvement Program is conducted in accordance with applicable federal guidelines.

*Conformance and Priority Criteria Being Met:*

All federal-aid projects are prioritized within appropriate funding categories and fund type (i.e. STP, MA, etc.). Transportation Enhancement and Safe Routes to Schools projects are prioritized at a statewide level.

**AIR QUALITY (TO THE EXTENT APPLICABLE UNDER STATE IMPLEMENTATION PLAN [SIP] REQUIREMENT, ATTAINMENT STATUS, ETC.)**

**(A) MPO Determination of TIP Conformance with SIP**

Not Applicable.

**(B) Evidence of Coordination Between State/Local Air Quality and Transportation Agencies**

Not Applicable.

**(C) Priority Given to TCMs as Called for in SIP**

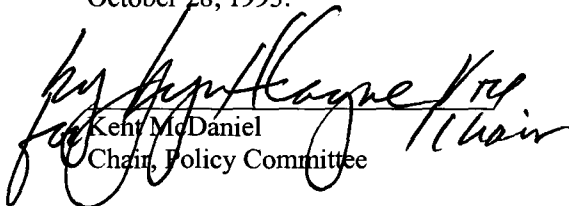
Not Applicable.

**(D) Air quality Planning Tasks in the Work Program Advanced in Accordance With SIP**

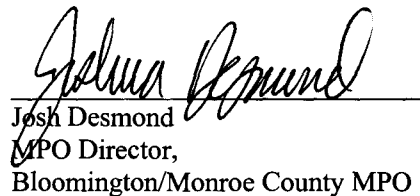
Not Applicable.

**CERTIFICATION STATEMENT FOR THE URBAN TRANSPORTATION PLANNING PROCESS**

The Bloomington/Monroe County Metropolitan Planning Organization Policy Committee does hereby certify that the urban transportation planning process for the Bloomington urbanized area is being conducted in accordance with all applicable requirements of Section 134 of Title 23, Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and Title 23 CFR, Part 450, Subpart C, as published in the Federal Register, Vol. 58, No. 207/Thursday, October 28, 1993.

  
Kent McDaniel  
Chair, Policy Committee

6/18/07  
Date

  
Josh Desmond  
MPO Director,  
Bloomington/Monroe County MPO

6/18/07  
Date

The Indiana Department of Transportation, Urban and MPO Section, Office of Urban and Corridor Transportation, supports the Bloomington/Monroe County Metropolitan Planning Organization self-certification determination and recommend concurrence with the certification requirements of 23 CFR 450.334.

\_\_\_\_\_  
Carter Keith  
Manager, Urban and MPO Section  
Office of Urban and Corridor Administration

\_\_\_\_\_  
Date

## ADOPTION RESOLUTION 2007-09

**RESOLUTION ADOPTING THE FISCAL YEAR 2008 UNIFIED PLANNING WORK PROGRAM**, as presented to the Policy Committee and Technical Advisory Committees of the Bloomington/Monroe County Metropolitan Planning Organization on April 13, 2007.

**WHEREAS**, the Bloomington/Monroe County Metropolitan Planning Organization (MPO) is the duly designated MPO for the Bloomington, Indiana urbanized area; and

**WHEREAS**, the MPO is responsible for ensuring that the Bloomington, Indiana urbanized area's transportation planning program is continuing, comprehensive, and coordinated between the MPO and other public and citizen organizations throughout the planning process, as outlined in the metropolitan planning rule jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993; and


**WHEREAS**, the MPO must develop and adopt a Unified Planning Work Program (UPWP) detailing all planning activities that are anticipated in the MPO urbanized area over the next programming year and document the work that will be performed with federal highway and transit planning funds; and

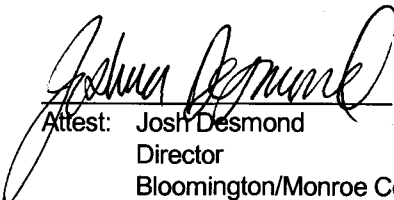
**WHEREAS**, the work conducted to create the Unified Planning Work Program was performed under Element 101 of the Fiscal Year 2007 Unified Planning Work Program for the MPO.

**NOW, THEREFORE, BE IT RESOLVED:**

- (1) That the *Fiscal Year 2008 Unified Planning Work Program* is hereby adopted; and
- (2) That the Policy Committee will consider amending the *Fiscal Year 2008 Unified Planning Work Program* to address any changes recommended by the Citizens Advisory Committee (CAC); and
- (3) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee by a vote of 8 - 0, upon this 13<sup>th</sup> day of April 2007.

  
Kent McDaniel  
Chair, Policy Committee  
Bloomington/Monroe County MPO

  
Attest: Josh Desmond  
Director  
Bloomington/Monroe County MPO

## ADOPTION RESOLUTION 2007-11

**RESOLUTION AMENDING THE 2008 UNIFIED PLANNING WORK PROGRAM**, as presented to the Policy Committee and Technical Advisory Committee of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) on June 8, 2007.

**WHEREAS**, the Bloomington/Monroe County Metropolitan Planning Organization is the duly designated MPO for the Bloomington, Indiana urbanized area; and

**WHEREAS**, the MPO is responsible for ensuring that the Bloomington, Indiana urbanized area's transportation planning program is continuing, comprehensive, and coordinated between the MPO and other public and citizen organizations throughout the planning process, as outlined in the metropolitan planning rule jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993; and

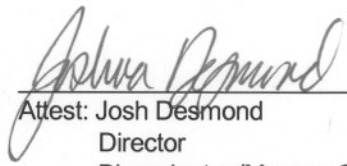
**WHEREAS**, the 2008 Unified Planning Work Program (UPWP) was adopted by the Policy Committee on April 13, 2007 with the stipulation that the Citizens Advisory Committee be given an opportunity to recommend changes.

**NOW, THEREFORE, BE IT RESOLVED:**

- (1) That the *2008 Unified Planning Work Program* is hereby amended by motion of the Policy Committee to include the following changes as recommended by the Citizens Advisory Committee (CAC):
  - Element 103 (Public Participation Coordination) - to include a special study through the CAC with an institute of higher education.
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee by a vote of 11 - 0, upon this 8<sup>th</sup> day of June, 2007.

  
Kent McDaniel  
Chair, Policy Committee  
Bloomington/Monroe County MPO

  
Attest: Josh Desmond  
Director  
Bloomington/Monroe County MPO